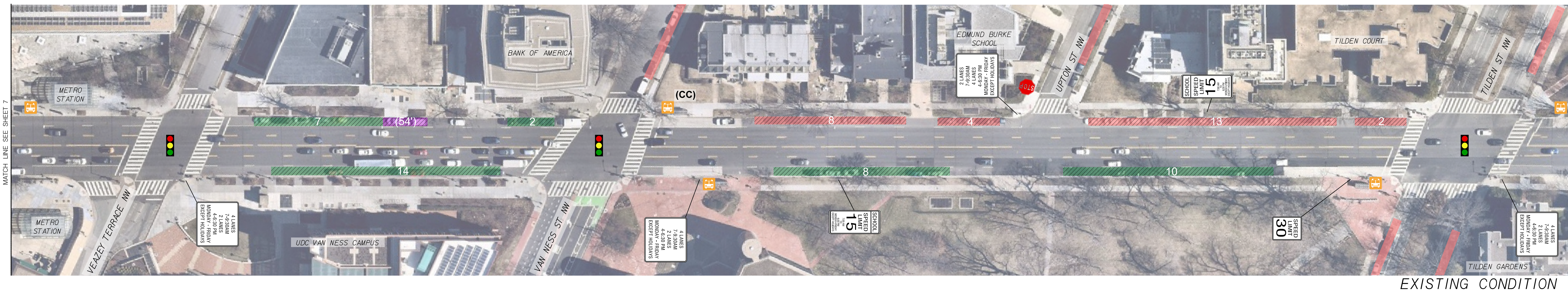
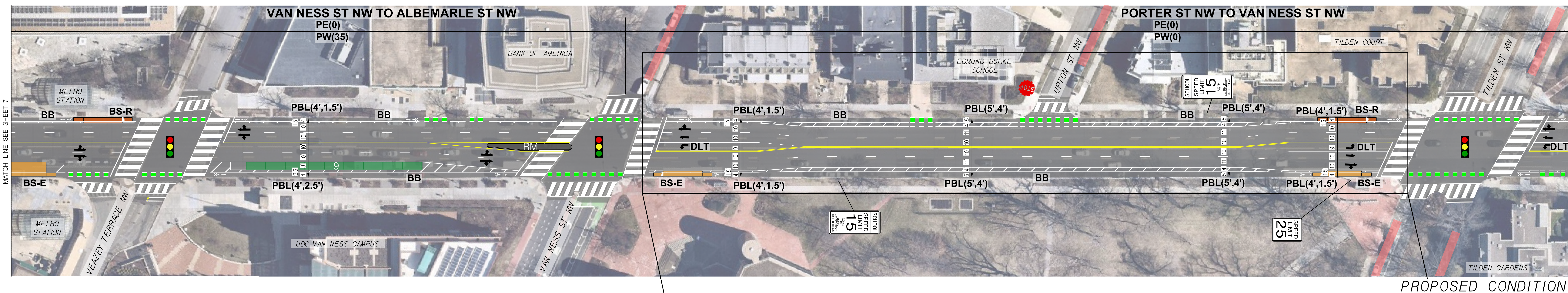


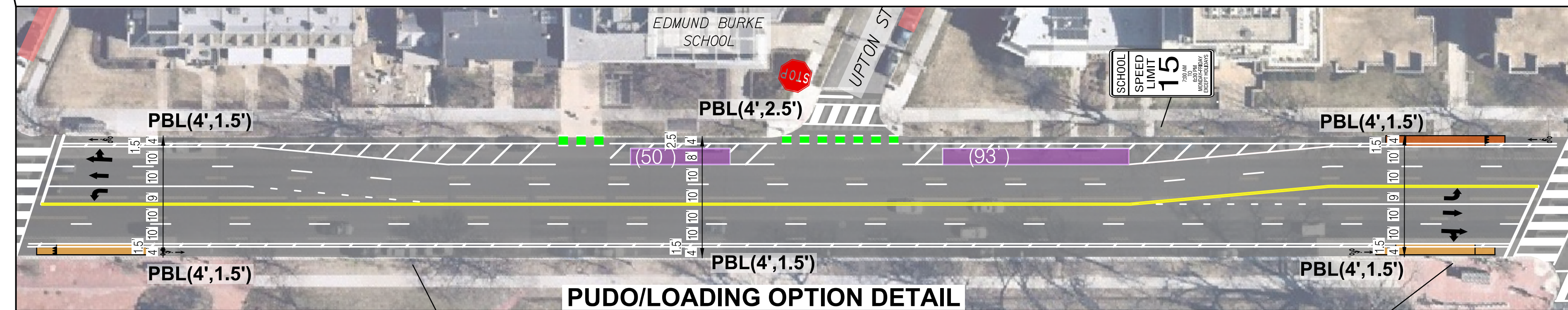
6 - TILDEN ST TO VEAZEY TERRACE



EXISTING CONDITION



PROPOSED CONDITION



PUDO/LOADING OPTION DETAIL

LEGEND

SIGNALIZED INTERSECTION

PEDESTRIAN CROSSING WITH EXISTING HAWK BEACON

EXISTING BUS STOP LOCATION (CANDIDATE FOR CONSOLIDATION)

PROPOSED BUS STOP - EXISTING LOCATION

PROPOSED BUS STOP - RELOCATED LOCATION

RAISED MEDIAN FOR PEDESTRIAN REFUGE

GREEN BIKE LANE HATCH MARKS ACROSS INTERSECTIONS & DRIVEWAYS

NON-METER OR RESIDENTIAL PERMIT PARKING SPACES - NUMBER OF EXISTING SPACES WHERE INDICATED

METER PARKING SPACES - NUMBER OF EXISTING SPACES WHERE INDICATED

PICK UP & DROP OFF (PUDO)/LOADING AREA (LENGTH IN FEET)

AM AND/OR PM PEAK RESTRICTED PARKING

BB BICYCLE BUFFER TO INCLUDE REFLECTORS AND RAISED BLOCKS WITH 15' SPACING

NTOR IMPLEMENT NO TURN ON RED

DLT ADD DEDICATED LEFT TURN LANE

DRT ADD DEDICATED RIGHT TURN LANE

HAWK EVALUATE PEDESTRIAN CROSSING FOR HAWK INSTALLATION

IB ADD INTERSECTION BICYCLE BOX

QB ADD TWO-STAGE TURN QUEUE BOX

RIRO DRIVEWAY CANDIDATE FOR RIGHT IN-RIGHT OUT

GE-1 PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND 24TH ST (SHORTENS PEDESTRIAN CROSSING)

GE-2 PROPOSED CURB BUMP OUT (SHORTENS PEDESTRIAN CROSSING AND PREVENTS VEHICLES FROM PARKING IN CROSSWALK)

GE-3 PROPOSED INTERSECTION REALIGNMENT AT CONNECTICUT AVE AND NEBRASKA AVE (REMOVES SLIP LANE)

PX(##)

TOTAL NUMBER OF SPACES

E - EAST SIDE; W - WEST SIDE

PARKING

PBL(##',##')

WIDTH (IN FEET) OF BUFFER

WIDTH (IN FEET) OF BIKE LANE

PROTECTED BICYCLE LANE

CONCEPT FOR
PUBLIC REVIEW

PRINTED JUNE 28, 2022

NOTES:

- EXISTING REVERSIBLE LANE SIGNS TO BE REMOVED IN PROPOSED CONDITION
- CURBSIDE PARKING AND LOADING LOCATIONS ON CONNECTICUT AVE AND ADJACENT SIDE STREETS WILL BE MODIFIED AND REFINED BASED ON A DETAILED PARKING ANALYSIS TO OCCUR IN COORDINATION WITH THE COMMUNITY AND ADJACENT PROPERTY OWNERS.
- ON-STREET PARKING SPACES FOR PEOPLE WITH DISABILITIES WILL BE DESIGNATED IN ACCORDANCE WITH DDOT REQUIREMENTS DURING THE NEXT PHASE OF DESIGN
- RECOMMEND SPEED LIMIT REDUCTION TO 25 MPH
- PROHIBITING RIGHT TURNS ON RED WILL BE INVESTIGATED FOR ALL INTERSECTIONS
- FINAL BUS STOP LOCATIONS WILL BE COORDINATED WITH WMATA AND WILL BE EVALUATED FOR MODULAR DESIGN

CONCEPTUAL ENGINEERING PLAN

CONNECTICUT AVENUE

CONCEPT C

40' 0 40' 80'

SCALE: 1"=40'

SHEET 6 OF 11

SCALE: 1"=40'